

Status of Active Transportation Projects in or near Mount Vernon District
January 2010

Route 1- Various Projects:

- **Richmond Highway Public Transportation Initiative** (County Project, 4YTP) - Richmond Highway (US Route 1) is Fairfax County's busiest transit corridor. This project includes implementing a new express bus service and constructing new transit centers and improved bus stops, pedestrian facilities including new shelters, new sidewalks/trails, safer crosswalks, and improved accessibility, as well as bus operational enhancements resulting in quicker, safer, and more reliable service. The current project estimate is \$55 million. This is a multi-phase project. Prioritization, scoping, survey, environmental clearance, design, and construction are in progress on different segments, but not all phases are fully funded. The following (Phase I) improvements are within the state right-of-way and have been completed: Construction of approximately 3,000 LF of sidewalk along Route 1, installation of 4 REX Bus Shelters (Frye NB, Sacramento SB, N Kings Highway NB and SB), crosswalks at North Kings Highway, and construction of pedestrian improvements at Frye Road. Phase II includes intersection improvements at 6 locations, and construction of 9 sidewalk segments totaling 1.25 miles.
- **Route 1 Transit Study** (Dept. of Rail and Public Transportation Study) – Study of transit options for the segment of Route 1 from Belvoir Woods Parkway Road to the Capital Beltway (north end, Segment C in the Route 1 Location Study). In May 2006, VDOT agreed to the transfer of funds from the Route 1 Location Study to DRPT. This project has not yet been initiated.
- **Route 1 Widening from Old Mill Road to Fairfax County Parkway** (County Project) – Funded for design only at this time, however, federal funding may be available for construction. Design is underway.

BRAC (Base Realignment and Closure) at Fort Belvoir (Federal Project) - The current BRAC plans include moving 19,300 jobs (military and civilian) to Fort Belvoir by 2011, of which about 8,500 from the National Geospatial Intelligence Agency will be located at the Engineer Proving Grounds (EPG) site. A new hospital along with other BRAC employees will be located on the main post. A separate NEPA document was completed for BRAC 133/DOD Washington Headquarters Service in June 2008, locating approximately 6500 jobs at the Mark Center in the City of Alexandria. Transportation infrastructure is the primary growth challenge facing Fairfax County. To address the transportation issues, Fairfax County has committed \$155.9 million. Funding sources for BRAC-related projects include: 2007 Transportation Bond, Fairfax County Commercial and Industrial Tax for Transportation (C & I), VNDIA grant/local match, and DOD OEA grant/local match.

Cinderbed Road (County Bond Project, 4YTP) – Improve the intersection of Cinderbed Road at Newington Road and relocate the entrance to the County's vehicle maintenance facility. Projected cost is \$5 million. Design is in progress.

Fairfax County Parkway, Rolling Road to Fullerton Road (Engineering Proving Grounds (EPG) Section) (FHWA/VDOT Project) – This design/build project is under construction.

Project Description: The Parkway Project is constructing a four-lane divided limited access highway to complete the missing link of the Fairfax County Parkway. The project corridor

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begins at Rolling Road/Franconia-Springfield Parkway and proceeds southeastward on a new alignment, ending just east of Fullerton Road. This corridor is approximately 1.5 miles long and a majority of the new alignment is located on the southern portion of the Fort Belvoir EPG. The work involved in the Parkway Project includes grading, drainage, paving, bridges, noise walls, lighting, traffic signals, landscaping, signing and striping.

Background: The Defense Authorization Acts authorize the Secretary of the Army to enter into an agreement with the Commonwealth of Virginia that will provide for the design and construction of the portion (Phases I and II) of the Fairfax County Parkway from Rolling Road to Fullerton Road. The remainder (Phases III and IV) is funded by the American Restoration and Recovery Act (ARRA). The Army has agreed that the Federal Highway Administration (FHWA), using funds provided by the Commonwealth and other funds as available, will design and construct the four lane divided highway Parkway Project in accordance with the Virginia Department of Transportation (VDOT) Approved Plan, dated June 15, 2004, Project # R000-029-249, PE-108, C-514, RW-214. On February 28, 2008, the FHWA, VDOT and the Department of the Army signed a MOA which outlines the roles and responsibilities for each party during the Parkway Project. FHWA's Eastern Federal Lands Highway Division (EFLHD) is responsible for the design and construction of the Parkway Project as well as the coordination and facilitation of the overall schedule.

Project Milestones:

- Memorandum of Agreement – on February 28, 2008, the FHWA, VDOT, and the Department of the Army signed a Memorandum of Agreement (MOA) which outlined the roles and responsibilities for each party during the Parkway Project.
- Design-Build Contract – The design-build contract was awarded to Cherry Hill Construction, Inc. on September 25, 2008. The award amount contained a base contract for Phases I and II of the parkway, included Defense Access Road projects (funded by the Army), and the option to complete a portion of phase IV (Boudinot Drive ramp to eastbound Fairfax County Parkway, funded by Fairfax County)
- Right of Entry Permit – A Right of Entry Permit was executed on December 15, 2008 between the U.S. Army and FHWA – EFLHD for the Parkway Project.
- Design-Build Contract – The design-build contract for Phase III was awarded to Shirley Design/Build, LLC, on January 13, 2010, and is funded by the ARRA.

Under the VDOT, FHWA, and U. S. Army agreement the following responsibilities were defined:

VDOT will –

- Provide \$114.7 million to FHWA
- Acquire right of way
- Maintain the parkway after construction is finished

The Army will –

- Provide the needed right of way for construction through the EPG
- Limit the total number of personnel at the EPG to 8,500
- Pay for all costs associated with modifications or additions to VDOT's project necessary to accommodate the BRAC improvements (to include the Defense Access Road Projects)

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- Complete the environmental cleanup of the parkway right of way through the EPG
- Pursue implementation of five other road projects providing additional access into the EPG

FHWA is administering final design and construction of the parkway and pursuing funding for the project, including improvements at the interchanges with I-95 and Franconia-Springfield Parkway.

FHWA's most recent cost estimate to complete the parkway (excluding the DAR Ramps) is \$177,450,000.

The Parkway Project will be completed in four phases. Phases I and II, which will cost \$117 million, include the four-lane extension between Rolling and Fullerton roads that will allow commuters improved access to I-95, a full interchange into the EPG near the intersection of Rolling Road/Fullerton Road, and construction of a ramp from Boudinot Drive to eastbound Fairfax County Parkway. Construction on Phase I and II of the project began in 2008, and will be completed by November 2010. Phase III will relocate Hooes Road and Rolling Road with improvements to the Franconia-Springfield Parkway interchange and the Fairfax County Parkway, and is scheduled to be completed by July 2012. Phase IV will extend Boudinot Drive at the Fairfax County Parkway and build a loop ramp, and is scheduled to be completed in August 2011. Funding for phases III and IV total \$60 million and is funded by the ARRA.

I-95 Access Ramps to the EPG (Proposed)

Project Description: Additional access to the EPG will be provided via three ramps, which will reduce traffic volumes on the Fairfax County Parkway, resulting in more efficient travel when the Fort Belvoir realignment (BRAC) takes full effect.

Ramp 1:

This ramp will provide direct connection from EPG South Spine Road to the northbound HOV flyover ramp. The project is funded by the Defense Access Road (DAR) program and is broken down into two phases.

Phase I: This phase provides for exit only PM movements from EPG to northbound I-95 and southbound HOV I-95.

- Cost: \$17 million
- Start date: Late 2010
- Estimated completion: Spring 2012

Phase II: This phase provides for all movements included in Phase I, but adds a northbound HOV lane to EPG AM movement.

- Cost: \$40 million
- Start date: TBD
- Estimated completion: TBD

Ramp 2:

This ramp will provide a direct connection from I-95 southbound to EPG South Spine Road via I-95 south to Fairfax County Parkway westbound off-ramp. From I-95, the two-lane off ramp will transition to two barrier-separated lanes with the right lane serving as a direct link to EPG

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and the left lane merging onto the Fairfax County Parkway. The barrier would prevent vehicles traveling westbound on the Parkway from using the direct EPG connection ramp. This project is estimated to be completed in December 2010.

Ramp 3:

Along I-95, the Fairfax County Parkway interchange and EPG are located between the Franconia Road/Old Keene Mill Road Interchange, 2.7 miles north, and the Lorton Road interchange, 3.1 miles south. One of the proposed access ramps is designed to be added to an existing ramp at the Fairfax County Parkway interchange. Funding and schedule for this project is undetermined at this time.

Gambrill Road/Pohick Road (County Project) – Install a right turn lane on southbound Gambrill Road to westbound Pohick Road. Funded as part of the C & I Project Program endorsed by the Board of Supervisors on October 19, 2009. Preliminary design to begin in early 2010.

Gunston Cove Road Bridge (VDOT Study) – Bridge was closed to traffic for safety reasons. VDOT alternatives study for a replacement bridge structure was completed in November 2009.

Lorton Road/Furnace Road (County Bond Project, 4YTP) – Widen to 4-lanes divided from Silverbrook Road to Route 123, including a shared-use path, on-road bike lanes, and wide center median in the Laurel Hills area. Intermediate design is complete. An alignment study, traffic signal warrant analysis and documentation of cultural resources are being prepared to address concerns raised at community meetings held in September and October 2009.

Mason Neck Trail (County Project, Pedestrian) - Construct 2.3 mile trail from Rt. 1 to first entrance of Pohick Bay Park. Project implementation is based on funding availability: Segment 3 (from 300 feet west of entrance to Gunston Hall to Mason Neck State Park entrance) is complete; Segment 2A (from Pohick Regional Park entrance to 300 feet west of Gunston Hall entrance) ROW is complete, and bid advertisement is scheduled for February 2010. Segment 2B design addendum is under negotiation.

Mount Vernon Highway Walkway (County Project) - Add sidewalk along west side from Richmond Highway to retail north of Sunny View Drive. Part of the C&I Project Program endorsed by the Board on October 19, 2009.

Mulligan Road (Route 1/Telegraph Road Connector Road/Woodlawn Road Replacement) (FHWA Project) – This project will reestablish a 4-lane road connection between Richmond Highway and Telegraph Road, which was cut off when the Army closed Beulah Street and Woodlawn Road through Fort Belvoir after 9/11. Department of Defense will fund the construction of 2 lanes, but funding is available for the full 4 lane design. Current design requires relocation of Woodlawn Plantation entrance. Phase 1 (Pole Road to Telegraph Road) construction is in progress, and completion is scheduled for late 2010. Phase 2 (Rt. 1 to Pole Road, Rt. 1/Old Mill intersection, and Telegraph Road from Beulah to Leaf) is in the final design phase. Phase 2 is scheduled for construction completion in mid-2012.

Old Mill Road Walkway (County Project) - Add sidewalk from Falkstone Lane to McNair Drive. Part of the C&I Project Program endorsed by the Board on October 19, 2009

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Rolling Road (County Project) – Widen to 4 lanes from Fullerton Street to DeLong Drive. Funded for design only, through Department of Defense, Office of Economic Authority Grant. A project scoping meeting was held in August 2009, and design is underway.

Rolling Road (VDOT Project) - Widen to 4 lanes from Old Keene Mill Road to Hunter Village Drive (north of Fairfax County Parkway/Franconia-Springfield Parkway). Inactive; funding was eliminated from VDOT's Secondary Six Year Program.

Silverbrook Road at Hooes Road (County Project, 4YTP) – Intersection improvements to configure turning lanes and enhance pedestrian safety. Final design is in progress. Additional traffic signal calculations required which has delayed schedule. Pedestrian improvements (crosswalks and pedestrian signal heads) are part of the signal modification. Construction is scheduled to begin in mid-2010.

Silverbrook Road Walkway (County Project) - Install asphalt sidewalk along the north side of Silverbrook Road from Southrun Road to Monacan Road. Pre-final design plans have been distributed. Construction is scheduled to begin in fall 2010.

Silverbrook Road Walkway (County Project) - Install asphalt sidewalk along the north side of Silverbrook Road from Silverthorn Road to Bayberry Ridge Road. Design and ROW are complete. Construction is scheduled for advertisement in February 2010.

South Kings Highway at Harrison Lane (County Project, 4YTP) – Add turn lanes from South Kings Highway onto Harrison Lane. Utility relocations and construction are in progress, with construction scheduled for completion in Spring 2010.

Telegraph Road (VDOT Project) – Widen to four lanes from Beulah Street to Leaf, which is included in the Mulligan Road Connector project, a design/build project managed by FHWA. 95% plans were distributed for review in December 2009. Construction completion is scheduled for mid-2012.

Telegraph Road (VDOT Project) – Widen to four lanes from South Van Dorn Street to South Kings Highway, including drainage and pedestrian improvements. Funded as part of the C & I Project Program endorsed by the Board of Supervisors on October 19, 2009. Scoping is in progress.

I-95 Fourth Lane (VDOT Project) - Add a fourth lane each way on I-95 from the Newington interchange to Route 123 in Prince William County. Construction is 50% complete and scheduled completion is Fall 2011. NB lane from Lorton Road to Fairfax County Pkwy opened to traffic in December 2009, SB lane from Fairfax County Pkwy to Route 123 scheduled to open in fall 2010.

I-95/495 Woodrow Wilson Bridge (WWB) Replacement (Joint Federal Highway Administration, VDOT, Maryland State Highway Administration, and District of Columbia DOT Project) - An extensive upgrade to the existing 7.5 miles of Capital Beltway corridor including replacement of the Woodrow Wilson Bridge and reconstruction of Beltway interchanges at Telegraph Road,

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U.S. Route 1, I-295, and Maryland 210. In September 1996, the Coordination Committee, comprised of policy makers for the project, voted in favor of a 12-lane side-by-side drawbridge, 28 feet higher than existing (to reduce bridge openings by 75%), and an express/local configuration, with a pedestrian/bikeway on the north side.

Project continues on time and on budget. Both bridge spans are open to traffic. Route 1 interchange completed Fall 2009. Telegraph Road Interchange (including south intersection grade-separations) is construction is 50% complete, with full completion in 2013. A Variable Speed Limit (VSL) system has been in place since July 2008. The 1.1 mile pedestrian/bicycle trail opened June 6, 2009 across the north side of the bridge.

For up-to-date project information, visit the project at <http://www.wilsonbridge.com/> or call the Woodrow Wilson Bridge Design Center at (703) 329-0300. The Woodrow Wilson Bridge Center is located at: 2901 Eisenhower Avenue, Building C, Alexandria, Virginia 22314.

I-95/I-395 High Occupancy Toll (HOT) Lanes (VDOT/PPTA Project) – VDOT has placed this project on hold due to economic issues. This project would improve 56 miles of I-95 from the 14th Street Bridge in Arlington County to Massaponax in Spotsylvania County. The key feature includes adding a third lane to the existing two high occupancy vehicle (HOV) lanes on I-95 in Northern Virginia, and extending two HOT/HOV lanes to Massaponax. The project would provide a seamless connection to the Beltway with the completion of Phase 8 of the Springfield Interchange. It would be financed through variable toll rates on vehicles carrying fewer than three people each on the HOT/HOV lanes. Cars with three or more persons and transit operators would use the lanes for free. For further information, visit the project website at <http://www.virginiahotlanes.com>.

I-495 Capital Beltway High Occupancy Toll (HOT) Lanes (VDOT/PPTA Project) – This design/build project is under construction. The project will add two HOT lanes in each direction on a 14-mile segment of the Capital Beltway, from north of the Springfield Interchange to south of Georgetown Pike. HOT lanes will be free to HOV-3 carpoolers and transit; all others will pay a variable toll to use the lanes. Large trucks will not be allowed to use HOT lanes. Construction began in May 2008 and is scheduled to be completed by late 2012. Design activities continue concurrent with construction. Lane and ramp closures are in place at night and during off peak travel times to set concrete barriers, restripe travel lanes, clearing and grubbing. Detour route maps and construction activity details are posted at <http://www.virginiahotlanes.com>.